

Report of Survey for Repairs, &c., of Engines and Boilers.

Date of writing Report 28th April 1930 When handed in at Local Office 10 Port of Hamburg (Received at London Office 5 MAY 1930)

No. in Reg. Book. Survey held at Hamburg Date, First Survey 5th April Last Survey 17th April 1930 (No. of Visits 8)

6667 on the Machinery of the ~~Wood Iron or Steel~~ Twin Sc CALLIOPE Oil Eng

Gross 8744 Net 5006 Kessel built at Kiel By whom Howaldswerke When 1926 8 m

Nominal Horse Power 776 Engines made at Kiel By whom Howaldswerke When 1926

No. of Main Boilers 2 WTDB Boilers, when made (Main) (Donkey) 1926

No. of Donkey Boilers 2 WTDB Owners Baltic Amst. Petr. Imp. & Co. Owners' Address Managers Port Danzig Voyage

If Surveyed Afloat or in Dry Dock Afloat in Dry Dock (State name of Dock.) D. W. Rühming

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. 4th April 1930

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? -

as a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

Do. " Donkey " " " yes,

Was this not done, state for what reasons? -

What parts of the Boilers could not be thus thoroughly examined? none

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 300 lbs 70 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - , and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? no If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Port Hamburg bracket bush 4.7 2.1 2.1

Has the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Harb 2.1 2.1 not complete

The completion of LMC will be carried out at the end of this year.

It remains: Auxiliary Diesel Engines & Manover Compressor to be examined in their entirety.

Now done: In Dry Dock examined propellers, outward ends of tail shafts,

sea connections opened out and their fastenings and found all of these parts in good condition after all 8 propeller blades have been renewed.

Main Engines: Examined all cylinders, covers, valves & valve gears,

pistons, rods, connecting rods, top & bottom end brasses, crossheads,

guides, crank shafts, main bearings, thrust shaft & bearings, inter-

mediate shafts, compressor cylinders, pistons & valves, blast air &

starting air receivers, further the circulating, oil, bilge and

ballast pumps and all the pumping arrangements, steering engine. P.T.O.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel,

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.A.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

As far as seen, appears to be in satisfactory condition and eligible

in my opinion to remain as classed in the Loc. Reg. Book with fresh

record of: DBS. 4.30 & * LMC with date deferred for completion

as above.

Fee (per Section 28) £ 12 - - Fees applied for 26.4.1930

al Damage or Repair Fee (if any) (per Section 28.) £ - : 70 - - Received by me, 2.12.1930

elling expenses (if chargeable) £ - : 70 - -

Committee's Minute TUE. 27 MAY 1930

igned DBS 4.30

Friedrich H. A. Carstensen
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 2 DEC 1930

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Examined the separate fuel storage tanks with fittings and accessories and found all parts in good condition after the following Repairs have been carried out:

Main Engines: All the pistons, rods, crossheads, connecting rods with top & bottom end branes brought in shop; piston & piston rod flanges planed over and a number of studs renewed. Telescope pipes skimmed over. All the crosshead pins turned over and all the bearings reinstalled. 6 top half of the bottom end bearings reinstalled. All the main bearings adjusted. In all the cylinder liners shoulders removed. All the cylinder cover cooling chambers cleaned and valves dressed up. Both main compressor pistons, valves & covers overhauled. Camshaft gears adjusted. Both thrust bearings adjusted. Both cooling water pumps in shop thoroughly overhauled. Both lubricating oil pumps piston rods turned over, glands rebushed & valves overhauled. Both bilge pumps fitted with new bronze liners & valves overhauled. Further a great number of minor repairs have been carried out.

Boilers: Both Water tube Donkey Boilers, the vertical Donkey Boiler and both Exhaust gas Donkey Boilers have been examined inside & outside, with mountings opened out, manholes, doors and fastenings and found in order after in both Exhaust gas Donkey Boilers all the plate & stay tubes have been renewed. All the boilers have been examined under steam, found tight and their Safety Valves adjusted to 200 lbs, up to 70 lbs of pressure.

During a 3 hours trial Main Engines and Auxiliaries have been tested under full working & manoeuvring condition and found in order.

Hamby 28th April 1930

Friedrich Till A. Carstensen

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

S.S. No. 1 due 8. 30 Survey partly N.B. - If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

held on machinery. Jobs completed

End of present year

Survey held on all boilers

is submitted that the vessel will be eligible for the record + MC 4.30 when the Survey has been completed as stated

It is submitted that this vessel is eligible for the record

THE RECORD

Obs. 4.30

then 13.4.30

13.4.30



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